

ARRIVAL OF THE FRENCH MAIL

ARRIVAL OF THE FRENCH MAIL

made, on the Premium charged on all Insurances effected with this Office; such Return being payable on the issue of the Policy.

GEORGE LIVINGSTON & Co
Agents, Hong Kong & Shanghai Companies
at 1159, Hongkong, 24th June, 1872.

OCEAN MARINE INSURANCE COMPANY, LONDON.

(INCORPORATED 1859.)

CAPITAL, 21,000,000.

THE Undergrated having been appointed Agents for the above Company, are prepared to accept Marine Risks and issue Policies at current rates.

AUGUSTINE HEARD & Co
at 1381, Hongkong, 7th June, 1872.

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For Sale:

the work is so complete, that a reference to its pages enables a person who understands English to communicate effectively with natives who understand nothing but Chinese. In this respect the book will be of great advantage to all Europeans residing in China, and to the natives themselves it plainly subjects fully with which very few of them are perfectly acquainted. Parties resident in England and interested in China it cannot but be invaluable occasionally. It comprises upwards of two thousand quarto pages.

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TEUBNER & Co.,
40, PATERNOSTER ROW;
W. H. BELL,
"DAILY PRESS" OFFICE, HONGKONG.

been established since 1867, at 89, Endicott's
 Lane, and that he has always a great quantity
 of BEST COAL in store for S. S. Gentlemen
 or Ship-masters who may wish to purchase.
 He requests to apply at his Shop,
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FOR SALE,
 FREIGHT, OR CHARTER.
 THE American Ship

"OLD DOMINION"
 700 tons Register, carrying capacity 17,500
 casks.

For further particulars, apply to
 BATTLES & Co.,
 Or, Captain on board
 892 Hongkong, 12th June, 1873.

FOR AMOY

47878. Hongkong, 3rd June, 1873.
 FOR MELBOURNE AND SYDNEY
 The "MARY MILDRED,"
 Capt. Smith, will have immediate despatch
 above ports.
 For Freight or Passage, apply to
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 FOR SAN FRANCISCO.
 The American Ship
 "JAS. B. BELL,"
 Captain, Master, will have early despatch
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MRS. BAKER.

For New York, and for all the principal
to the interior and upon the Atlantic Seaboard.
New York, Passengers have selection
of lines of Steamers to England, France,
Germany.
Return Passage Tickets issued at a reduction
on regular rates.
Freight received after 4 P.M. of the 26th
of May. Fareol Packages accepted until 5 P.
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in full; value of same is required.
For further information as to Passage
and Freight, apply at the Agency of the Company
New York.

T. A. HARRIS,
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A mail will close.

to the United Kingdom by the United States
Packets via San Francisco, will be as follows:
viz:—

For a packet not exceeding 1 ounce in weight.....	2 cents
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These rates apply to Printed Circulars, Price
Lists, Market Reports, and all Printed paper
other than Letters, as well as to Book
and Trade Patterns or Samples.

F. W. MITCHELL,
Postmaster General

General Post Office,

Extracts.

FORGETFUL ISAAC.

Old Betsy was washing the dishes—
"It was the horn of her husband's day;
Old Isaac sat at the window,
Was pulling and sucking away.
The wood was all but empty—
She'd said so time and again!
And he'd just gone to the mill—
The most forgetful of men."

Old Betsy—"I'm ready for baking—
Am you ready to split the wood?"
Old Isaac got up from the window
An' a dutiful husband should.
But, instead of a dash of the soap-suds,
He gazed at the picture in the pane.
Then, on the face of the old man,
The most forgetful of men."

He strove down to the "corner,"
And spent the rest of the day;
Then, at the end of the day,
He came in the evening ray.
An undefined longing possessed him,
(Though knowing not what for or when),
To play to the Lord for forgiveness—
The most forgetful of men."

"Think you, Betsy," he cried with a sigh,
"That the Lord in his vengeance dies,
Will condemn all the world's sinners
To a roaring eternal fire?"
Screamed Betsy, who'd got so angry
As ever woman could;
"Never, you fool, if he willed!"
"On you far to split the wood!"

THE PEACOCK AND THE TIGER.

It is a remarkable fact that the peacock and the tiger are so frequently seen together. The voice of the bird is seldom heard during the daytime, but as soon as the shades of evening begin to veil the landscape, his long and disagreeable scream awakes the echoes, announcing, as the Japanese say, that the tiger is setting forth on his murderous quest. Then the tiger usually comes to claim the door of his hut, and the solitary Japanese returns to his palatial dwelling, for the tyrant of the wilderness is abroad. At night his dreadful roar is heard, sometimes accompanied by the peacock's discordant voice. Even in the villages, thinly scattered among the grass or along-wilds of Java, there is no security against his attack, in spite of the strong fence with which they are enclosed, and the watch-fires carefully kept burning between them and the lair. From "The Tropical World."

FARADAY'S LOVE OF THUNDER-STORMS.

More unrestricted was Faraday's sympathy with Nature. He felt the poetry of the changing seasons, but there were two aspects of Nature that especially appealed to him: communion with the spirit; he delighted in a thunderstorm, and he experienced a pleasurable sadness as the orange sunset faded into the evening twilight. There are other minds to which both these sensations are familiar, but they seem to have been felt with great intensity by him. No doubt his electrical knowledge added much to his interest in the grand discharges from the thunder-clouds, but it will hardly account for his standing long at a window watching the vivid flashes, a stranger to fear, with his mind full of lofty thoughts, or perhaps of high communion. Sometimes, too, if the storm was at a little distance, he would summon a cab, and, in spite of the pelting rain, drive to the scene of awful beauty. From "Michael Faraday," by Dr. Gladstone.

QUADRUPLES BY THE TROUT STREAM.

The quadrupeds of his trout stream have long been the angler's personal friends. He is familiar with the faithful brook of the water-vole, that miniature British beaver, and with its picturesque attitudes and sparkling eyes, as it sits on a raft of drifted reeds under a fern clump, nibbling the thorn-leaves. Though he is certain a great trout lurks under that floating canopy, he never scolds or rather than disturb the pretty creature's midday meal. The rabbits skip about the banks where he wanders in the grateful seclusion with as little concern as his intrusion as a bird. Roger de Coverley's country neighbours displayed when *Speaker* came amongst them, quiet and obtrusively reflective. Often, too, he notices the hedgehog at dusk, too, full of self-importance, from the grassy cover, and busily at work with his matter-of-fact grunt in quest of some prickly-love with her (as yet) unarmed pliggings. The chestnut-coloured field-mouse, the shrew, and the squirrel are no strangers to him—*Cornhill Magazine*.

A FAMOUS ARMOURER.

The Scots were then famous for the temper of their sword-blades. "A great armourer across in the Highlands," says Smiles, in his "Industrial Biography," "one who was able to forge armour that would resist the best Sheffield arrow-heads, and to make swords that would vie with the best weapons of Toledo and Milan." This was the great artist, Andrew de Pears, whose works still maintain their ancient reputation. He is supposed to have learned his art in the Italian city whence he was called, and, under the patronage of the King of Scotland, to have practised it in secrecy among the Highland hills, as all his genuine blades are marked with a crown; and before his time no man in Great Britain could temper a sword in such a way that the point would touch the hit and spring back unharmed. He is said to have worked in a dark cellar, the better to enable him to perceive the effect of the heat upon the metal, and to watch the nicety of the tempering; as well as possibly to serve as a screen to his secret method of working. Many of his blades, with new basket hilts, are to be found in the Scottish regiments of the present day—*Cassell's British Battles on Land and Sea*.

SCOTTISH MENDICITY.

The author's contemporaries at the University of Edinburgh will probably remember the thin wasted form of a certain old Bedesman, who stood by the Potterrow port, now demolished, and, without speaking a syllable, greatly inclined his head, and offered his hat, but with the least possible degree of urgency, towards each individual who passed. This man, gained, by silence and the exaggerated and wasted appearance of a pauper from a remote country, the same tribute which was yielded to Andrew Genually, a sarcastic humour and stately deportment. He was understood to be able to maintain a student in the theological classes of the University, at the gate of which the father was a mendicant. The young man was modest and inclined to learning, so that a student of the same age, and whose parents were rather of the lower order, moved by seeing him excluded from the society of other scholars when the secret of his kind was suspected, endeavoured, to console him by offering him some occasional civilities. The old mendicant was grateful for this attention to his son, and one day, as the friendly student passed, he stooped forward more than usual, as if to intercept his passage. The scholar drew out a half-penny, which he concluded was the beggar's object, when he was surprised to receive the thanks for the kindness he had shown to Jamie, and at the same time a cordial invitation to dine with him next Saturday, "on a shoulder of mutton and potatoes," adding, "I'll put on your clean shirt, as I have company." The student was strongly tempted to accept this hospitable proposal, as money in his place would probably have done; but, as the motive might have been capable of misinterpretation, he thought it more prudent, considering the character and circumstances of the old man, to decline the invitation. From introduction to "The Antiquary," new edition.

TAKING EXERCISE.

I am acquainted with no better way of dispelling the blues, or of quieting the gloomy forebodings of the frothy hypochondriac, than a hard row, a good gallop, or a long walk across country. In this manner the nervous energy, which is running riot, will be directed into a healthy and natural channel, expanding its force on the contraction of the muscles, the removal of obstructions, and the purification of the blood; and, inasmuch as the heart is forced to bear a prominent part in these renovating processes, that organ will thus be more profitably and usefully employed than in ministering to the caprice of a disordered fancy. I have known instances where young men have given up rowing, and all forms of violent exercise, from fears regarding their hearts, whose hearts and whose whole health of body would have been greatly benefited by a judicious course of physical training. I do not say such severe work as the university boat-race is in all cases desirable; but assuredly a daily row for a couple of hours would prove more conducive to after-health than calving a rowing boat with a novel and a pipe. From University Oars, by John M. Morgan, M.D., M.A.

ROMAN DEFORMITY.

The experience of a week is sufficient to prove that Rome contains an unusual proportion of dwarfs and deformed persons; and as the Italians are almost universally a handsome race, the fact, perhaps, to be accounted for by the Roman custom of bandaging infants. The little image of our Saviour, St. Simeone, which is exposed to the view of the Romans, is a perfect example of the deformity. The poor little creature, soon after its birth, is swathed up, as far as the very arms-pits, in innumerable folds of linen, which seem to fit it as closely and as inflexibly as the casing of an Egyptian mummy. How often the infant is released from this imprisonment we cannot tell. While it remains there it can just move its arms and turn its little head from side to side. But as to the rest of its limbs or springs by which children in the nurse's arms are accustomed, with us, to try their strength and develop their muscles, they are utterly impracticable. With such a physical education, the wonder is, that the populace of Rome should be able to display so many straight forms and well-made figures as it really can turn out. All the Year-Round.

THE BRITISH VILLAGER AS HE WAS.

As very few of the villagers possessed a clock in those days, the apprentices and workpeople generally were aroused in the morning by the shrill blasts of the village "hornblower," or trumpeter, whose duty it was to go through the village every morning during the week at five o'clock in summer, and six in winter, and again at eight in the evening, when he would sound for the day. The shrill voice of the hornblower, that no excuse was allowed to the sluggards of not having heard the horn. An amusing incident took place in one village (Yoadon), where the hornblower on one occasion made a mistake in the time, and aroused the workpeople at one o'clock in the morning, who, not being aware of the mistake, commenced work, and when they were much surprised at the great length of the night, or morning rather, as they were ready for their breakfast long before the breakfast-time. Notwithstanding their long days—fifteen hours a day—the wages in 1786 were only 6d. a day for a weaver. The writer of these notes being at Otley one night in 1860, was surprised to find this quaint relic of bygone usage still preserved there. Early in the morning he was somewhat startled on being awoke by the shrill rattle of a trumpet blown in the streets, a la militaire, and as he wondered what it meant, the hornblower could be heard passing along the various streets, making the streets of the little town ring again. On making inquiries into the matter, it was ascertained that the workpeople employed in the mills were summoned to their work. The fashion in dress and the quality of the food of our forefathers were equally as plain and simple as their modes of working. The dress of the men very often consisted of coarse grey hose-leather breeches, drab vest and coat, grey-colored neckerchief, beaver hat, and often a striped woollen apron and once "rigged out," it would do almost for a generation. The dress of the fairer sex rarely rose above a grey-colored petticoat, the plainest of a cottage or coal-seal-bonnet, and a plain or fancy shawl. Their food consisted of very plain fare—such as porridge, bacon, salt beef, and haddock ("haver," Scandinavian for oats) now called oatcakes—in fact, so largely was this wholesome staple of food supplied, that a regiment of soldiers (the 33rd), raised in Yorkshire, were called the "Havercake Lads." Wheat bread was but seldom seen in many households; it was considered a rare treat to be favored with it once a week, viz., on Sundays. When a pig was killed, it was usual for a goodly portion of it to be distributed among the friends and kindred. Occasionally, an ox or a cow was killed, and part having been distributed, a large portion of the remainder was salted and hung up to dry. The villagers, having a few sweets or luxuries, grew up hale, hearty and strong; they thought little of walking forty or fifty miles a day. Contrast this with the Yorkshireman of to-day, who, if residing three miles from a railway station, considers himself badly used.—*The Yorkshire Magazine*.

THE TRUE INVENTOR OF THE LOCOMOTIVE.

On Redley creek—a tributary to the Churney, running into it parallel with the Bradway, near the city of Wilmington—a number of mills have nested themselves, attracted by its swift torrent, amid scenery of steep and rapid comparable to that on Lehigh about Mauch Chunk. Of these the most interesting tradition attach to the Fairbank Mills. Their name may remind the reader to the first novel of the late Lord Lytton—"Fairland," written in 1828—but it was given to the spot long before in designation of a primitive settlement, Faulk's Land. The association with this site is that of Oliver Evans, the true inventor of the locomotive, who here worked and dreamed in a mill enriched with his contrivances. Evans, who is one of the world's best known names, had the legislators of his time possessed sagacity enough to endow his inventions, the advantages of steam transport would have been anticipated by several years, and the glory would have radiated from the Delaware river instead of from the Hudson. His design for a locomotive was sent to England in 1787, displacing priority with the "steam waggon" of James Watt. He built steamboats on Philadelphia in 1802 and 1803, and ran them successfully, outdaring by five years the *Clermont* of Robert Fulton—Fulton, whom people are beginning to regard with Mr. Stone, author of the recent "History of New York," as the man who has received the greatest quantity of undeserved praise of all who ever lived. Oliver Evans, born in 1755, of a respectable family, was educated at Fairland, where his father's inventions were first put in use. The plank just near the apex of the roof, which he used to retire to as his private study, was shown until 1867, when the old mill was burned.

Up among the swallows, as he lay on the board—to which, as Beecher expresses it, he "brought softness"—the children of his genius were conceived and delivered. The mill was full of his labor-saving machines, which cluttered to the babbling Redley. One of his notions was the mill's elevator (an improvement of something he had seen in Marshall's mill at Stanton), by which grain was raised to the top of the building in buckets set along a revolving belt, which passed from the roof to the bottom, distributing the wheat with spouts to the bolt. This was set up by contribution among the millers, at Shipley's great mill in Wilmington, and also introduced into his own, where his other inventions of the "conveyor" and the "hopper boy" attracted the stares of the rival millwrights. Poor Oliver was known to the mill-masters of the neighbourhood as the inventor of a person who was always waiting the loan of \$1,000 to carry out a new invention. This, thinking among them sagely argued that his improvements would benefit the consumer, by increasing the supply of flour and making it cheap—a clear detriment to the interest of capital. When Oliver plunged desperately into his idea of steam transport, losing the faint vestiges of his reputation for wit, and died poor and heart-broken, in 1819, the hero of an unwritten tragedy. The happy hours of his life were the hours on the dusty plank in the mill-gable at Fairland.—*April Lippincott's*.

INSURANCES.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

THE Undersigned having been appointed Agents in Hongkong for the above Company, are prepared to grant Marine risks at current rates.

AUGUSTINE HEARD & Co.,
11, 471 Hongkong, 6th March, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above Company at this Port, are prepared to grant Policies against Fire to the extent of \$50,000 on Buildings, or on Goods stored there.

GIBB, LIVINGSTON & Co.,
11, 471 Hongkong, 24th August, 1864.

VICTORIA FIRE INSURANCE COMPANY OF HONGKONG, LIMITED.

THIS Company, with its Head Office at Hongkong, and Agencies at the various Ports in China and Japan, is prepared to issue Policies of Insurance, at the current rates of Premium at the respective places.

AUGUSTINE HEARD & Co.,
11, 471 Hongkong, 1st April, 1871.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged on SHORT PERIOD INSURANCES, viz:—

Not exceeding 1 month of the annual rate, 1 do. do.
Above 1 month and not exceeding 3 months, 1 do. do.
Above 3 months and not exceeding 6 months, 1 do. do.
Above 6 months and not exceeding 12 months, 1 do. do.

On and after this date, a discount of 20 per cent. of the above rates will be allowed to insurers.

GILMAN & Co., Agents,
North British & Mercantile Insurance Company,
11, 471 Hongkong, 24th June, 1872.

THE LONDON ASSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER OF

WILKINSON KING GEORGE THE FIRST, A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20% allowed.

LIFE DEPARTMENT.

Policies issued for sum not exceeding £25,000, on reasonable terms.

HOLLIDAY, WISE & Co.,
11, 471 Hongkong, 29th July, 1872.

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to accept risks against Fire, subject to a bonus of 20 per cent.

SIEMSEN & Co.,
11, 471 Hongkong, 18th November, 1872.

THE GLOBE MARINE INSURANCE COMPANY, LIMITED, LONDON.

THE OOSTERLING-SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.

THE Attention of Shippers is called to the low rates of Premium charged by the Undersigned Agents of the above named Companies for all steam risks, subject to a brokerage of 15 per cent.

The "Oosterling," as well as the "Globe," after paying the Shareholders a dividend of 10 per cent. on their paid-up capital, distribute 25 per cent. of the surplus of the profits pro rata amongst such of the Insurers as have paid during the year £500 and upwards in premium. Current rates can be obtained at the Office.

SIEMSEN & Co.,
11, 471 Hongkong, 16th October, 1872.

PHENIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premium will be allowed upon Insurances effected with this Company.

DOUGLAS LA PRAIRIE & Co.,
11, 471 Hongkong, 27th June, 1872.

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20%) upon the current local rates of premium will be allowed upon Insurances effected with this Company.

DOUGLAS LA PRAIRIE & Co.,
11, 471 Hongkong, 27th June, 1872.

YANG-TSE INSURANCE ASSOCIATION OF SHANGHAI.

CAPITAL AND SURPLUS 765,000 TAELS.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

This Association will, until further notice, provide out of the earnings, first for an interest dividend of 15%, for shareholders, and secondly, in cash, ALL the profits of the Underwriting Business pro rata to amount of premium contributed.

RUSSELL & Co.,
11, 471 Hongkong, 9th July, 1872.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

Detached and semi-detached Dwelling Houses, removed from town, 1 per cent. and their contents, 1 do. do.

Other dwelling Houses, detached, 1 do. do. and their contents, 1 do. do.

On and after this date, a discount of 20 per cent. of the above rates will be allowed to Insurers.

GILMAN & Co.,
11, 471 Hongkong, 24th June, 1872.

INSURANCES.

CHINA AND JAPAN MARINE INSURANCE COMPANY.

THE Attention of SHIPPERS is called to the low rates of Premium charged by the Undersigned Agents of the above named Companies for all steam risks, subject to a brokerage of 15 per cent.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Singapore, Saigon and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above-mentioned Ports.

No charge for Policy fees.

JAS. H. DOUGHTIE,
11, 471 Hongkong, 1st November, 1871.

IMPERIAL FIRE INSURANCE CO.

FOR Insuring Houses and other Buildings, Goods, Wares, Merchandise, Manufactures, and Farming Stock, Ships in Port, Harbours, or Dock, and the Cargoes of such Ships; also, Ships, Buildings and other Property, and other Vessels on the Rivers, Canals, and Goods on board such Vessels, throughout Great Britain and Ireland, and in Foreign Countries, FROM LOSS OR DAMAGE BY FIRE.

The Undersigned, Agents for the above Company, are prepared to grant Policies against FIRE to the extent of \$50,000 on any one First Class Risk.

GIBB, LIVINGSTON & Co.,
11, 471 Hongkong, 1st January, 1867.

INSURANCES.

THE QUEEN INSURANCE COMPANY.

THE following rates will be charged in future for SHORT PERIOD Insurances, viz:—

Not exceeding 10 days, 1 do. do. of the annual rate, 1 do. do.

Not exceeding 1 month, 1 do. do. do.

Above 1 month and not exceeding 3 months, 1 do. do. do.

Above 3 months and not exceeding 6 months, 1 do. do. do.

Above 6 months and not exceeding 12 months, 1 do. do. do.

On and after this date, a discount of 20 per cent. of the above rates will be allowed to Insurers.

GIBB, LIVINGSTON & Co.,
11, 471 Hongkong, 27th March, 1868.

SHIPPING IN THE CANTON WATERS.

HONGKONG.

PEAMBERS.

P. & O. S. N. Co.

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